

Cars, Truckers Share Blame for Road Hazards

(HERALD reporter-photographer Jerry Reynolds has spent several hours observing traffic on both Hawthorne and Crenshaw Blvds. in both the freeway fill-dirt trucks and Torrance Police Dept. patrol cars. His report of what he saw is printed below.)

BY JERRY REYNOLDS

Attention was called once again this past week to the so-called truck menace on Hawthorne and Crenshaw Blvds. Complaints by both motorists and truck drivers prompted this reporter to make a survey of the dangerous situation.

It should be made clear that there is no one point of view which is both correct and places blame for the situation on either the trucker or the motorist. There are, in fact, three different viewpoints.

In order to see all sides of the story, I have spent time with the truckers and police units patrolling both boulevards. I have, so to speak, played the part of the truck driver, the law officer, and the motoring public. The story and its various sidelights are interesting and perhaps even a little amazing.

First, there is one point of contention to be cleared up. Truck drivers are paid by the hour, not by the load. Most of the more than one hundred drivers own their own trucks and contract to the two at a base hourly wage. They are not required a quota of loads per day in order to collect the

Last Friday afternoon, during the heavy afternoon traffic, I rode with a driver for the Hess-Mace Co. on the Hawthorne Blvd. run. No driver other than the

driver of the truck in which I rode knew I was a reporter.

There were in the three hours I was on the truck, no violations of the law or of the restrictions placed on the fill-dirt trucks by the Torrance Police Dept. I was there to observe the traffic and to hear the truckers' complaints against the motorists.

While no trucks violated the law during the three hours, several passenger-car drivers did. Probably the most serious and most dangerous movement by motorists is cutting in front of the trucks. Police have thoroughly investigated the speed problem, on which a large number of complaints are based, and have found no violations. The legal speed limit for trucks on most of the Hawthorne Blvd. run is 45 miles per

hour. Friday afternoon, all trucks were well below that limit.

Another serious problem on both Crenshaw and Hawthorne is caused by the truckers. This I had the opportunity to observe in a Torrance Police Dept. patrol unit early this week. Trucks do not always confine themselves to the outside lanes.

There is no excuse for one truck passing another on the round trip to the freeway project and back to the pit. All trucks are headed in the same direction and have the same destination. While there is no law which says trucks must keep right—it says only that slow moving traffic must keep right, and the trucks are not slow moving—it seems a matter of courtesy that the trucks should not block all lanes of traffic.

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SCHOOL BUDGET DOWN \$200,000

A Penny for your Thoughts

The Republican Party of California is conducting a grass roots drive to determine what its members believe about the 1962 state elections. "Do you think Richard Nixon will wind up facing Gov. Brown for the state's top office?" was asked by the Pennies photographer.

Mrs. Grace Garland, 22828 Avis St.

"I think Nixon will run and it would not surprise me if he beats Brown. Nixon would make about as good a governor as any Republican. I don't like Nixon or Brown and I don't think Brown has done as good a job as he could in his office of governor."

Mrs. Luella Stitt, 3847 W. 106th Street, Inglewood:

"I think Nixon will run and would make a good governor because he has had a lot of good experience behind him. I have been following Nixon's career and I think he is a nice personality and a lovely family. I think Brown has been a good governor."

Kit Clardy, 1633 Via Arriba, Palos Verdes Estates:

"No I do not think Nixon will run for governor because I think he is aware of the apparent split in the Republican party and might not be elected. I think Nixon's failure at the television debates was his biggest downfall."

Wallace Opstad, 3222 Onrado St.

"I think Nixon should run against Brown. There are many inadequacies in the Brown administration which could be corrected. I also think Southern California got a shady deal on water and apportionment. I have a lot of faith in Nixon because he's a good man."

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A. E. THOMPSON



JOE E. PENICK

Mobil Names New Refinery Manager

A. E. "Tommy" Thompson, manager of the Mobil Refinery in Torrance since 1949, has been transferred as manager of the firm's Augusta, Kan., refinery and will be succeeded by Joe E. Penick from the Kansas plant, it was announced here yesterday by Mobil officials.

Thompson, who resides in Palos Verdes Estates, has been active in Torrance community affairs during the two decades he has been in Torrance. He is a past president of the Torrance Chamber of Commerce and of the Torrance Rotary Club, and has been active in other community events for many years.

HIS SUCCESSOR, Penick, has been manager of the Augusta refinery since 1959. He has served as research as-

sistant and has held other research and engineering positions with the firm in Dallas, Augusta, and Paulsboro, N.J. Before his assignment as manager of the Augusta refinery, Penick was operations supervisor at Mobil headquarters in New York and served as manager of the company's refinery at East Providence, R.I.

THOMPSON joined the company in 1934 after he graduated from Cal Tech as a chemical engineer. He was named senior chemical engineer in 1940, and refinery engineer in 1943.

Thompson was assistant refinery manager here from 1945 to 1949, and has held the top post in the refinery since that date.

Lawndale Wins Park Annexation

Presiding Justice W. Turney Fox and two other judges this week upheld an earlier decision favoring Lawndale in that city's drive to annex Alondra Park.

The decision held that Lawndale had complied with all regulations in the annexation petition which Torrance had sought to invalidate.

Small Girl Bitten, Dog Being Sought

Mr. and Mrs. George Keene, 5415 Bulova, are seeking information about a small brownish blonde dog which bit their four and a half year old daughter Saturday evening. The dog was last seen in the vicinity of Arlington and 240th St.

The dog is described as a terrier or a chihuahua. It bit the little girl on the arm. She will have to take the Pasteur treatment if the dog is not found.

Anyone having information on the dog may call the Keenes at FR 1-2277 or the South Bay Animal Shelter at FR 1-2611.

Board Adopts Budget, OK's Class Change

Despite a cut of \$200,000, members of the Torrance Board of Education adopted a \$13,356,890 budget Monday night by only a 3-2 margin.

Opposition to the budget was voiced by board members Bert Lynn and Albert Charles.

The split in the vote came in spite of superintendent J. H. Hull's remark that "This board has done a good job of putting the screws on me to get \$200,000 out of this budget."

"I would have said \$100,000 was the most we could have cut."

The cut was made partly by abolishing the teacher-intern program, reducing counseling services, and reducing personnel in several departments.

IN RESPONSE to a proposed pay scales for teachers placing top salaries at \$10,000, the board members told teachers they favor a pay increase for employees.

The present range in Torrance teachers' salaries is from \$5000 to \$8736.

Dr. Hull recommended a salary scale starting at \$5050 and going to \$9000. This would give a differential of \$250 between steps as opposed to the existing step differential of \$223.

It would cost the district an additional \$212,077, which finance officer S. E. Waldrip said might come from reserves.

The entire salary matter was held for more study.

THREE MAJOR changes in the Torrance school program were also approved by the board to take place this fall. Board members changed the report cards for kindergarten and the first through the eighth grades, imposed a tuition fee, for adult education, and okayed separation of social studies and English classes at the high schools.

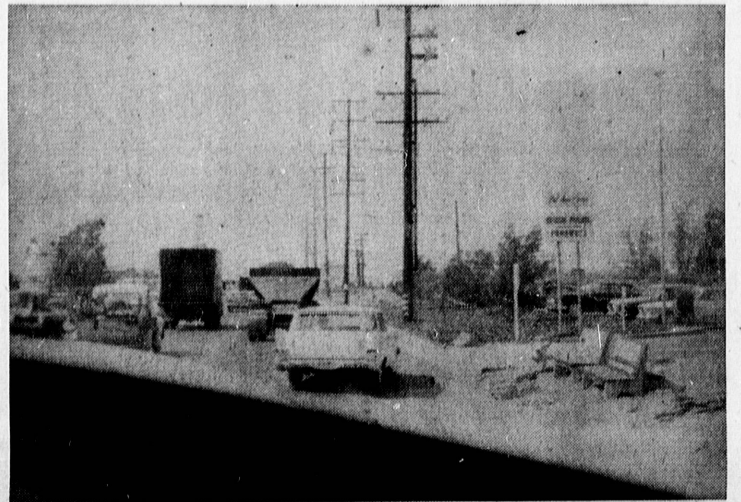
The board approved ABC grades for the report cards rather than marks of "Satisfactory" or "Unsatisfactory." They also decided on a series of standards by which each grade will be given.

NEW REPORT cards will carry a double set of grades, one indicating achievement and one effort.

A \$3 tuition fee is to be charged for the adult education classes beginning in September. Students over 65 or younger than 21 will be exempt from the fee. No tuition will be charged for classes leading to high school diplomas or to naturalization.

The class division was ordered over the opposition of

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HAZARD . . . Picture taken from the cab of one of the trucks hauling fill for the freeway construction shows one of truck drivers' pet peeves. Driver of the station wagon cut across from left lane in front of truck to make right turn into parking lot. Result of this dangerous maneuver could be an accident in which the car driver could have been killed. (Herald Photo)

SIGHT and SOUND by Ernest Kreiling

To Pay or Not to Pay? That's TV's Big Poser

(Third in a Series)

As television draws more and more attention from the government and from the critics, there are increasingly frequent glances toward Pay TV as the answer to all the shortcomings of television today, real or imagined.

But before grasping toward Pay TV as an ultimate answer it would be well to look at just where it stands today and what the system might offer in the way of programs.

There have been a number of experiments with Pay TV. One test failed, a few years ago; another is now operating; and a third large test is being planned for later this year.

IN 1957 the residents of Bartlesville, Okla., had a 9-month courtship with a wired Pay TV system. By "wired" is meant that the program is brought into the home receiver via a wire, rather than broadcast through the airwaves.

The plan got under way by offering 12 first-run movies and 13 second-run movies each week for a flat charge of \$9.79 per month. After a few months the rates were dropped to \$3.50 a month for six films a week, plus 65 cents for each additional film watched.

THE SYSTEM started with 531 subscribers, but after six months there were only 300 subscribers. Later the fees were reduced again and the program was cut to five films a week. But it was all for naught, because the people just weren't interested enough.

One survey showed that, among other things, the subscribers decided they could get the same films free if they

waited long enough. Others said they missed the "excitement" of going out to see a current movie.

A LARGER and more versatile Pay TV plan is now operating in Etobicoke, a suburb of Toronto, Canada. This is also a "wired" system which was started in February of 1960 by International Tele-meter Corp. There are now 58000 households connected up.

Although first run films are the stable diet, live musicals, children's programs and some educational programs are provided. In January Comedian Bob Newhart did an eighty minute program three nights in a row for a charge of \$1.25. Over the three nights he attracted 30 per cent of the

available audience. At \$1.50 per household, Carrol Channing in Broadway's "Show Girl" attracted 38 per cent of the Etobicoke households this spring.

ASIDE FROM Pay TV features, this system also provides free hi-fi music all day with special concerts in the afternoon. News, weather, sports, and public service programs are also shown free.

The subscribers pay \$4 for the installation of the coin box, and thereafter pay only for the programs the family watches. The fees range from \$1 for a first run feature down to 25 cents for a three hour children's program.

IN THE early months of the

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CONSTANT SEARCH FOR CUSTOMERS PAYS OFF

A constant search for new customers has paid off for Carl Bowling, who carries the HERALD twice a week on a route near his home at 19357 Flavian St.

His proven ability in sales has won him the title of the HERALD's "Carrier of the Month" for July, a title which also carries a cash bonus.

Carl is typical of many of the HERALD's carrier-salesmen — he is on the lookout for new customers regularly, and has made this interest pay off in increased earnings on his route.

Carl's father, Charles Bowling, is a service mechanic for a Redondo Beach washing machine repair company.



CARL BOWLING